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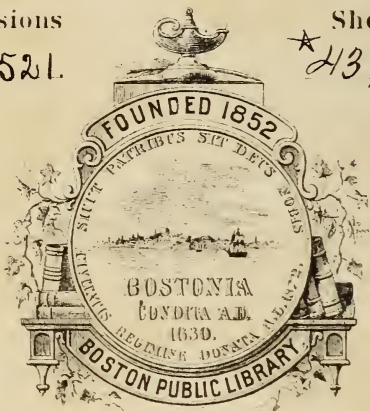
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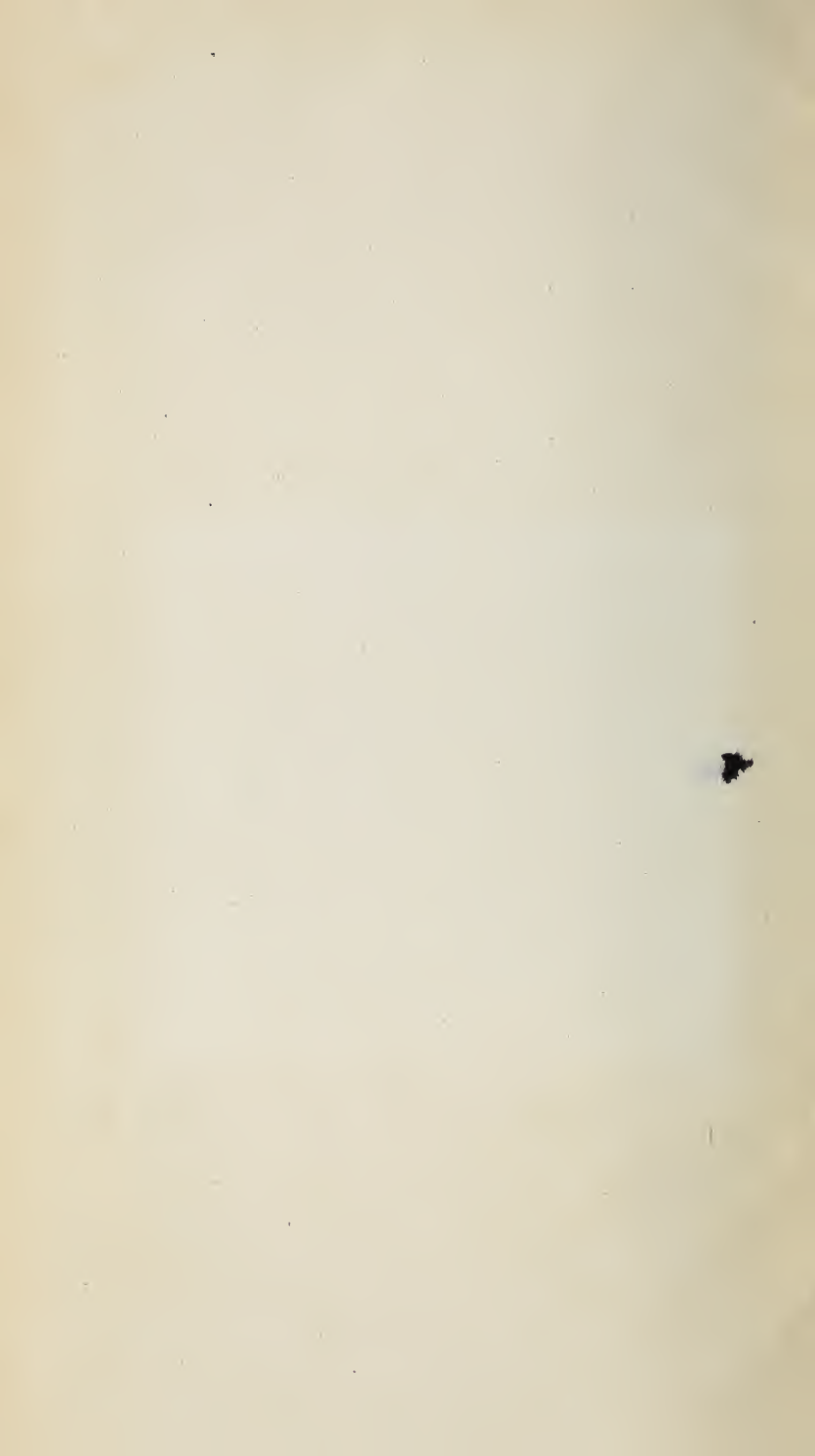
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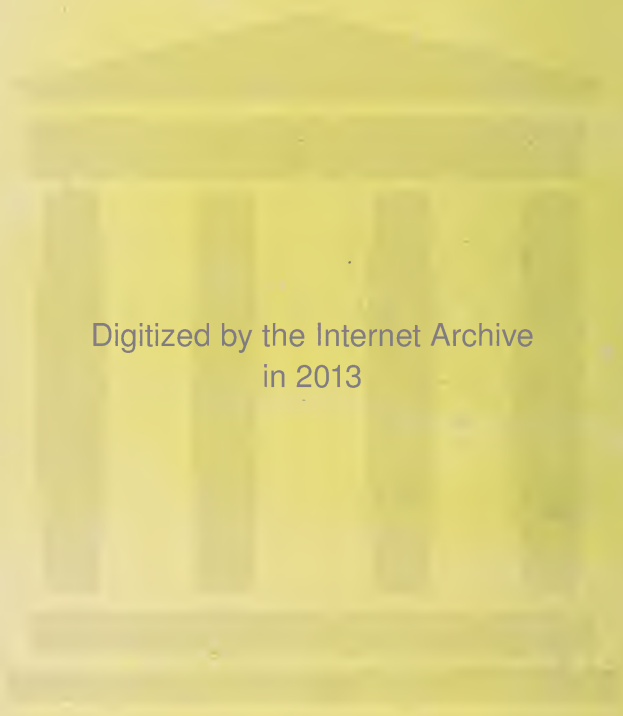
OF

A M A N O F T H E T I M E S ,

TO THE

CITIZENS OF BALTIMORE.

[J. P. Kennedy]



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LETTERS

OF

A MAN OF THE TIMES,

TO THE

CITIZENS OF BALTIMORE.

[Originally published in the American.]

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Dec 18/78

LETTERS.

A WORD TO THE CITIZENS OF BALTIMORE.

No. I.

I propose to call your attention to a subject of the most engrossing importance to the prosperity of the city. The time for decisive and energetic action towards the completion of the Rail Road to the Ohio has arrived. The road *must* be completed,—and speedily, for we have no time to lose. It must be completed, *no matter at what cost*. The city has credit, and that resource must be used liberally: ---the present generation are able to pay interest; let the next generation pay the principal. I think every man in the city of Baltimore will echo these sentiments when he comes to understand our present condition and is acquainted with the motives that urge us to move forward. *First*, Let it be well remembered that the Pennsylvania canals have transported during the last year commerce between Philadelphia and the west, which in tolls, has yielded the amount of \$1,231,567—even exceeding the present income of the great Erie Canal by \$19,966.

This is the first fruit of the Pennsylvania canals. What enthusiast, what visionary, what fancy-monger of marvels, even in his wildest dream, dreamed up to this reality? Yet there it is in print; and all Pennsylvania is rejoicing and boasting in the success of her undertaking. Philadelphia furnished the money. What do the good people of that city say? Why, that twenty millions were never so well expended before, and if the thing was to be done again they

would do it. This is the first reason why Baltimore should act, because it is a lesson of experience.

The *second* reason is more urgent. I do not wish to be called a sounder of alarms where there is no cause for alarm; but I wish to awaken the people to the inquiry whether there is not indeed something to fear. *Your day of prosperity is gliding by, and the streams of your power are stealing from you.* The West has gone to Philadelphia, and Philadelphia is providing for its hospitable reception and entertainment. What must be the amount of trade that could furnish near 1,300,000 dollars of tolls? Immense, undoubtedly!—Yet that is the trade which has fallen into the lap of Philadelphia.

Remember that thirty years ago our neighbor city was not so large as Baltimore is now. What has made her grow? Was she nearer to the sea than you are?—No. Was she nearer to the West? No:—farther off, by a hundred miles. Had she a Potomac or a Susquehanna emptying themselves at her feet? No.—She had her little Delaware and her smaller Schuylkill—both running the wrong way for any western trade. And what was worse for her, she had for a neighbor the great mart of the Ocean and the River—the city of New-York,—full of robust health and teeming with resource. But she had, what was a match for all, wise and spirited citizens who could foresee what labour and money might do for her, and who straightway set about what seemed good to them, undismayed by the outlay of millions. They made the canals by the impulse which they gave to the legislation of their State, and by the promptitude and boldness with which they entered into every necessary money engagement. Have they been repaid?—Ask them! And this is what made Philadelphia grow. But, I said the streams of your power are stealing from you. Is it not true?—You had once the largest flour market of the Union. The New York Canal has deprived you of that boast, and western New York has stolen your customers from you. The Pennsylvania Canals will play you the same game:—they have already made a larger market than yours. You had a great tobacco trade. New York is now taking hold of it, and so is Philadelphia. Their share will be the Lion's share. Look to it! Have you any branch of trade that these sturdy rivals may not as-

sail?—Not one. Then, again, there is Charleston, who has already got nearer to the Western waters than you have, and unless you be early and bravely on your march, will be there before you. And there is Richmond in the field! She too will have her highway to the Western waters. Is it not time that Baltimore was at work?—Not to make piddling efforts to creep ten miles and then rest:—not to deal in little expedients and devices, such as might embellish the annals of a village in the endeavor to get a clock in the church steeple, or to new gild the weather cock—or some such matter wherein first a lottery is tried and then a ladies' fair, and so forth:—Is it not time that Baltimore should come out with all her spirit and all her wisdom, and resolve that her rail road shall be forthwith done to its extreme points, and thereto soberly and earnestly pledge her credit, her wealth and all that is needful? If she does so the road will be accomplished in three years from this day, and every Baltimorean will then be thankful that he had the good sense to make the resolve. The day that sees this done will be a day of rejoicing to him, as such things have been to the people of Philadelphia. The money expended, the credit pledged will be returned four-fold. The possessions of the city will be enhanced in value beyond any man's imaginings. The success of rivals will no longer be a subject of repining; for Baltimore will then have regained that pre-eminence of position which, before canals or rail roads were thought of, made her rich; and which will make her rich and prosperous as long as she keeps pace with the improvements of her neighbors. I will demonstrate this to every man's satisfaction, to-morrow or next day.

There is a *third* reason why you should be at work. The people of the West are ready to help you. They are not of a sluggish temper, and they cannot afford to be idle. They have invited you to come on: at Brownsville they have invited you. Never were men more in earnest than they are. The utmost unanimity prevails amongst them. They will contribute according to their wealth more than you have contributed according to your wealth. If you do not join with them now, I mean literally *now*—If you wait another year, Philadelphia or New York will tempt them with an offer, and they will hail the temptation. They are restless, and anx-

ious, and cannot wait much longer. This enterprise is their life. The young and vigorous West cannot lag behind the day;—If you loiter they must find another ally. Pittsburg has a million of dollars to give you. But who shall say if in another year Philadelphia should propose a rail road to her, she will not follow her natural affections and take the alliance of her sister city? If this should so turn out, then you get no money from her. And is it improbable that Pennsylvania will so soon talk of a Rail Road to the west? Look at New York. The Erie Canal is insufficient, and they are now making a rail road almost beside it. Then, once more remember that the trade of the Pennsylvania Canals is in their first year larger than that of the Erie in its tenth. Another thing;—the Pennsylvania Canal is already now, and has been for a fortnight past, frozen up—its functions suspended, like a winter snake:—all this golden toil put asleep just when the country wanted it most. Is there no risk to Baltimore that Pennsylvania will turn her thoughts to a rail road?

Now, after all this, reflect,

First, That you have a rail road eighty miles on its way west.

Second, That you have a canal laid out one hundred and twenty three miles further.

Third, That you have it proved by ocular and scientific demonstration (concerning which I shall say something hereafter) that your rail road can be taken across the Alleghany without the necessity of stationary engines or other impediment to transportation.

And *Fourth*, That the whole line can be completed under such circumstances as to carry you to Wheeling and Pittsburg in every season of the year in twenty-four hours.

Reflect upon these facts, and then say whether you do not owe it to your country, yourselves, your children and their descendants, that you should, at once, without further debate, hesitation or delay, set about finishing the Baltimore and Ohio Rail Road.

I will show you before I am done, (in opposition to an opinion which I have lately seen expressed in some of the papers,) that this is the *best* mode to get to the West.—And I will also take occasion to clear up some mistakes that seem to be prevalent in regard to the

past operations of the company which has so far conducted the Rail Road westward.

A MAN OF THE TIMES.

HOW DOES BALTIMORE STAND ?

No. II.

I promised yesterday to show that whatever Baltimore has lost by her neglect of her own interests, she may yet regain. Every thing else being equal, she enjoys natural facilities of trade greater than those enjoyed by any other city in the Union, except New York, and perhaps New Orleans: To maintain this advantage she must, of course, keep pace with her neighbors in all their efforts to increase their commercial advantages. These Rail Roads and Canals, in effect, shorten distances. When other cities, therefore, shorten their distances from the sources of trade, Baltimore must shorten her's, or she will be left behind. That is clear, and every man will understand it. Then, again, if Baltimore had the advantage at first, she will have it at last, provided she moves when the others move, and does as much as they do. That is a clear proposition too.—Well, if this is understood, what need of many words ?

Baltimore should imitate the spider ; spread her lines towards every point of the compass, and lodge in the centre of them. Never was there a city better situated for this design. The Susquehanna leads north, near the habitations of a million of people. The Rail Road and Canal towards the Delaware, both lead East, and are connected with lines of rapid and cheap travel as far as Maine.—The Chesapeake stretches South, and will presently be a link in a chain of transportation all along the coast, and across the Florida peninsula to New Orleans :—they are about this scheme now, who will do it, and who will bring us within seven days of New Orleans. The Potomac stretches West, and the Rail Road along its valley will reach the Ohio at Pittsburg and Wheeling within the distance of a day's travel. These are the four cardinal lines. North,

East, South and West. Every one of these lines has fifty good lateral branches, which may penetrate hundreds of miles right and left. Is it not true that Baltimore may easily be made the centre of the spider's web? And is there any body who can doubt that to make her so will be worth the money?—What will be the effect of this?

Why, if a merchant of New York or Boston, or Portland, wishes to get to the Ohio, he will travel through Baltimore. So of a merchant of N. Orleans, or Mobile or Savannah, Charleston or Richmond. It seems strange to say that a resident of N. Orleans wishing to go to Wheeling, Pittsburg, to the lakes, or even to Cincinnati—it seems strange to say he will travel through Baltimore;—but still it is a thing that will be. All who wish to make the journey expeditiously will do it. There is soon to be a steam boat from New Orleans to the Suwaney, in Florida: a company is now organizing to make a rail road across to St. John's river, forty miles; and thence a line of steam boats will run to Baltimore:—this is now in a train of accomplishment, *and the time will be seven days*. One day more takes the traveller to Wheeling or Pittsburg. Could he get to these cities in the same time by ascending the river? No.

Well, is it to be believed that all this travel from North, South, East and West, is to pass through Baltimore; that millions of persons shall journey by this route in the daily inland commerce of our country;—that three or four millions of people West shall hold intercourse with three or four millions North, South, and East, in the constant experience of the advantage of making Baltimore a point in their journeys and communications, and yet that it shall not occur to any of these people that Baltimore herself will be a good point for commerce? That cannot be believed. Merchants of New York will find that they can best supply their Western customers by establishing houses in Baltimore. These will be agencies at first. The principals will import into New York, and the agents will sell in Baltimore. The two cities will form alliances. Partners will be stationed in each: and as the kindred grows stronger, Baltimore will be the hand-maid, the help-mate of the city of the Hudson. In this relation will she increase and multiply, and wax rich and strong. These things will surely come to pass:—in thirty, in twenty, perhaps in ten years.

We expressed great dissatisfaction in 1823, when one of our Delegates in the Legislature voted for half a million of the public treasure to be given to the Chesapeake and Ohio Canal. The wrath of the city was deep and overwhelming. If it had been two millions and had passed, and the canal had been made as it ought to have been, what would have been your situation to-day? You can answer that. We have been twelve years learning wisdom. Let not another year of unprofitable delay visit you. The local advantages of Baltimore should be well considered. Look at them again.

First, we have the whole valley of the Susquehanna reaching up into the State of New York.

Second, we are now making two communications, a rail road and canal, by which we shall in a short time be brought in connection with the whole twenty millions worth of Pennsylvania improvements. That will do something for us certainly. It will give us as much of the interior trade of Pennsylvania as may not find an inducement to go to Philadelphia. But it will not be a satisfactory highway for us to get to the West.—Let not the people of Baltimore delude themselves with the expectation that this route will satisfy *our* western trade. When we offer a better market than Philadelphia, these Pennsylvania canals will bring us merchandise. It will be long before either our imports or exports can be conducted on better terms to the country trader than those of Philadelphia. We must not reckon on that. Still these canals will do much for the supply of our own consumption; and that is no small matter.—Besides, this route is too slow: it gets frozen up; and then again it does not go to the point to which our western communications should tend—that is to Wheeling,—the head, it may be called, of navigation on the Ohio. Pittsburg is a very important terminus, it is true—but it is also of the utmost concern to us that we should strike the river lower down. It is in not duly estimating the value of these considerations that the author of the essay in the American, a few days ago, signed ‘A Baltimorean,’ has fallen into an error. He should have measured the distance of Wheeling, which would have added about 120 miles to his Pennsylvania route westward:—he should also have added the distance from Baltimore to Colum-

bia by water—for most of the trade he speaks of would come upon the canal to tide—and this would put another 100 miles to his account;—thus giving by his route to Wheeling a distance of six hundred miles, and a time, at the least, of fourteen days, whilst by the Rail road westward we should get to Wheeling in about 380 miles, and accomplish the journey in twenty-four hours. This makes a great difference. One is travelling the bow at a snail's pace—the other is flying along the string. To say nothing of the winter months, when all will be as fast as an icicle :—to say nothing too of the danger of sending our western customers so near the range of attraction of that load-stone city on the Delaware,—still, after all, we may count upon the Pennsylvania canals as great and important auxiliaries to our trade.

Third, We have the Shenandoah Valley penetrated by the Winchester Rail road, and to be penetrated by another, which shall reach from Winchester to Staunton. Every body knows the fertility of the Great Valley of Virginia.

Then *Fourth*, we have our contemplated route to Pittsburg and Wheeling.—Is this road to end at these points? So far from it that they will be centres. Pittsburg and Wheeling will be converted into Atlantic towns, and as they grow they will begin to talk about the measures to secure the trade of the West, as we are doing now. The West shall be East,—and where the Far West shall be, no man on this side of the Pacific coast can say. Ohio is already talking of prolonging our Rail road to the mouth of the Maumee. *And this will be done*—perhaps by the time when we reach Wheeling. Think of a rail road from Baltimore that shall take you to the seat of war between Ohio and Michigan in forty-eight hours!—but this will assuredly be.—And now, how does Baltimore stand?

A MAN OF THE TIMES.

WHAT OUGHT BALTIMORE TO DO ?

No. III.

What ought Baltimore to do? The answer may be made the posey of a ring. Finish the Road. Marry, how? With money:—it will not cost above seven or eight millions of dollars! And this is the way we will do it. Pittsburg and Wheeling will find a million each. The Legislature will give us three millions, and Baltimore will give two, and, if need be, one more. I say Baltimore will give two or three millions, as they may be required. I know she will do it. The owners of property, the capitalists, the taxables of the city are ready to go the whole.

The non-taxables have always been ready: so we will instruct their worships of the City Council to come out with the proposition at once. It is very important that we should begin the movement: because when we have shown ourselves in earnest, the Legislature will take it up, and the Western people will follow quickly. Baltimore should first vote to give one million, and pledge herself to give whatever more may be wanting, as far as three millions.

It is the public who should furnish the money in their corporate character—not private stockholders. There are four good reasons for this.

First.—The benefit is diffusive: it belongs to the public. All kinds of property increase in value by it: either in actual addition to the money value, as in the case of houses and lands; or by rapidity of sale, as in the case of articles of merchandise. The good is therefore universal, and it should be procured at the common expense.

Second.—Private capital has been already too much drained.—Our good merchants are milch cows, and we are too apt to go to them to fill the public pails. I would rather their capital were kept to supply the wants of trade. It is better they should have it, than any companies or corporations—I mean better for the public.

Third.—Private stockholders look for dividends. They are persuaded to put their money down as a good investment. They grum-

ble, therefore, if they do not quickly get dividends—they find fault, and talk about reforms;—they reform, and no good comes of it. Every body will see that many works are full of benefits to the public, and yet do not divide six per cent. Suppose every man's property is enhanced in value one hundred per cent. by a rail road :—that is in itself equal to an additional annual dividend of six per cent. on his whole fortune, and yet his little subscription in the rail road may not yield him three per cent. on its own amount. He has two hundred dollars, where he had but one before; and the second hundred is worth six dollars a year over and above what he owned at first. But private stockholders make no allowances for these benefits—the public always does. It is better that the public should furnish the money.

Fourth.—The last reason is a very important one just now. The public authorities have better credit than private persons. They can borrow the money at low interest. They can borrow at three or three and a half per cent.

Upon the whole, therefore, I think you will agree with me that the money should be raised by the credit of the city.

In truth, it is a matter of no hazard or difficulty. As to the hazard of undertaking such an expense, that is a topic which a man of 1835 ought to be ashamed to discuss. It was one of the themes of the era of resolutions—fifteen years ago—when we used to meet in town meetings and resolve to do every thing—this is the era of acting, not of resolving. ‘D—il take your resolutions!’ as a gallant veteran of our city said on a late occasion—‘follow me!’ Let that be a motto now, and we will follow the same worthy personage, *en masse*, to put the city on her march Westward. There is no hazard about it, nor any difficulty. Suppose we have to raise three millions, and suppose, and what is absurd to suppose, that no returns are received from the public works, and that we have to pay the whole interest ourselves. The money will cost us three and a half per cent :—that is about \$100,000 a year. Well, what is that? It is a dollar a head in the city, and soon would be but a half dollar a head: for our population, from this very impulse, would increase from one hundred up to two hundred thousand souls. A dollar a head!—Every tenth pair of hands in this city will easily pay for ten heads; and, at last, it is a small affair. But what follows?

I think they say we have forty millions of taxable property under the new assessment. We will make these forty millions eighty, by the simple process of putting on a tax of one hundred thousand dollars. You may count for yourselves what the per centage is. Is it not a trifle? Imagine, besides, the advantage of an increase of even fifty thousand people to our population.

Then I say Baltimore will move in this matter. The people desire it. The owners of property are ready for it. I have talked to them in all quarters and they are up with the Times. The City Council must know this. These deliberative bodies are apt to be too deliberate. So, gentlemen, wake up! Do not be afraid—but see the people, talk to them, and then you will find that you are behind them. Look to the Mayor! there is pith in him;—and, I warrant, he leads you gallantly to the summit of the people's wishes:

When we have voted our contingent, the legislature will vote theirs; and, as I said before, the cities and towns of the West will not be behind hand. Then we shall be sure of finishing the work.

How are we to carry it on?

The Rail Road company must do it in three years. They will let out every forty miles on contracts at once, and work on both ends of these sections. The road will be much cheaper in its progress Westward than it has been so far, because the art of making roads is now better understood, and because the country is more favorable to the route. Our present company have done wonders and are entitled to the thanks of the city. I will show this to-morrow. They will work henceforth to great advantage, because their apparatus and organization is of the best.

As the Road gets onward, the citizens of Baltimore will be surprised with the results. I end to day with a prediction. *In six months from this day, we shall be in full career Westward—the Rail Road stock will be up and still rising—the City of Baltimore will rejoice at the developments of every month.* All this, provided there be no French war.

A MAN OF THE TIMES.

SOMETHING TOUCHING THE BALTIMORE AND OHIO RAIL ROAD COMPANY.

No. IV.

I said I would correct some prevalent errors in regard to the proceedings of the Rail Road Company.—That Company has not had justice done it in common opinion. It has been much more efficient, much more useful, much more judicious than the majority of the people of Baltimore believe. It has had extraordinary difficulties to contend with, and great allowances are to be made for its mistakes, if it has committed any. We should sustain it, encourage it, and give it credit for much good service to the city.

It was no light matter to serve as pioneers to the whole system of rail road improvements in the United States; to make the first experiments; to learn as well as to teach the first practical lessons of the art. This was no light matter; yet this was done by the Baltimore Company; and their perseverance and success are worthy of all praise. They have done for rail roads in this country almost what Clinton did for Canals.—They had to try all modes of location and graduation, all kinds of rails, cars, wheels—with friction rollers and without them,—all kinds of engines before they could assure themselves that they had adopted the best and cheapest of each particular. None of these things had been demonstrated for them. Such experiments require large outlays and much careful investigation, much patience, and much good will from the stockholders. All other rail roads have profited by these labours: and yet the Baltimore and Ohio Rail Road is as good, as permanent, and as cheap—aye, as cheap a road per mile as any in the country.

This is not generally known; but it is true. As a matter of public interest, and especially so at this moment, I asked the Company to give me a statement of all their expenditures from the beginning. They did not hesitate to gratify me with an exhibition of all the details I sought for. These details are set out in a general balance sheet, which I here publish as I received it from the hands of the Company:—

Exhibit of the entire receipts and disbursements (appertaining to their capital and construction of the Road) of the Baltimore and Ohio Rail Road Company, from its first organization to the present time.

The Company have received \$75 per share, on 40,000 shares of stock,	3,000,000
\$25 per share additional on two shares paid in full,	50
	<hr/>
Amount of Capital entitled to dividends,	3,000,050

The Company have further received \$25 additional per share in full, on 10,000 shares, owned half by the State, and half by the city, and advanced to the Company at 5 per cent. interest per annum,	250,000
	<hr/>
	3,250,050

They have also borrowed at 6 per ct. interest, 1,000,000	
Of which they have invested in 9388 shares of the Washington Branch Rail Road Stock,	938,800
	<hr/>
	61,200

And applied the balance, \$61,200 to the general purposes of the Company, making a total of	<hr/>
	3,811,250

Which has been expended as follows, viz:

For Graduation including the \$266,000 paid in the compromise with the Chesapeake and Ohio Canal Company	1,234,575 43
For Masonry,	337,706 34
	<hr/>
	1,572,282 77

For expense of laying the Rail-way tracks, including cost of all materials,	939,561 97
For right of way and damages,	106,773 14
For reconnoissances of the entire country between Baltimore and the Ohio river, and extending from the waters of the Youghogany to the Great Kanhawa, including Surveys and instruments,	65,905 52

For Contingent Expenses, viz : for obtaining the charters in Maryland, Virginia, & Pennsylvania, obtaining subscriptions to the Stock and organizing the Company, —of various Committees to Annapolis, Washington, &c.;—Mission to England, —Office Expenses, including advertising, printing, salaries, &c. &c.	86,166 79
For Law expenscs, including fees of Counsel,	33,773 46
For Real Estate & Construction of Depots,	192,600 47
For Locomotive Steam Power,	27,311 20
For Passenger Cars (about 51)	33,255 24
For Burthen Cars (1118)	164,000 00
For Horses and Mules (425) and Harness,	45,338 45
	<hr/>
Making a total expended on items appertaining to the Capital of	3,266,969 01
Besides the above the Company have paid at different times, a large amount of Interest, of which there still remains to be returned out of Revenue the sum of	43,115 14
	<hr/>
	3,310,084 15
Shewing a balance in hand of	1,165 85
	<hr/>
	3,311,250
 <i>Office Baltimore and Ohio Rail Road } Company, Dec. 10, 1835. }</i>	

Now it is worth while to give this document a careful examination. I will say a few words in reference to some of these figures.

The rail road commencing at the City Block and terminating at Frederick and Harper's Ferry is eighty-five miles long. The whole cost of graduation and masonry is \$1,572,282 77. The expense of laying the tracks is \$939,561 97. The entire cost of the work and material of the road is therefore \$2,511,844 74, which divided by 85, gives us a little over \$29,500 per mile; and this includes the sum of \$266,000 paid in the compromise with the Canal Company.

When this enterprise was first set on foot a committee reported that the probable cost of the road would be \$20,000 a mile; but that report had reference to a road over an undulating surface and with wooden bridges. This road however has been constructed with a regular moderate grade, ascending to a single summit, and is provided with stone bridges of the most permanent character.— These bridges contain 87,146 perches of masonry, and have cost nearly \$338,000. Yet notwithstanding these valuable additions to the original design, the road would have but little exceeded \$26,000 per mile, if it had not been for the unlooked for decision which compelled the Company to pay \$266,000 to the Canal.

In the documents accompanying the 6th annual report of the Company there will be seen at page 70 the following statement from the superintendant of graduation and masonry:—"The graduation and masonry of the first six miles of the road which extends from Pratt street to the second crossing of the Washington Turnpike, cost at the rate of \$72,797 a mile; while that on the next sixty-five miles (to the Point of Rocks) cost at the rate of only \$10,546 a mile; thus showing that the first six miles cost per mile very nearly seven times as much as the next sixty-five miles.

"The cost of that part of the line between Baltimore and Ellicott's Mills, 13 miles, for graduation and masonry, was \$605,912 52 cts. whilst that on the next 58 miles was but \$516,598 08 cts., thus showing that those thirteen miles cost \$89,314 50 cents more than the last 58 miles; and that while the first thirteen miles cost at the rate of \$46,354 56 cents a mile, the last 58 miles cost at the average rate of only \$8,913 38 cts. per mile."

This is certainly encouraging to the future progress of the road; and while it exhibits the very striking difference between a company laboring through the impediments of an art in its infancy, and the same company fortified with the skill and judgment of experience, it also demonstrates the earnest, efficient and praiseworthy efforts of the company to repair the inevitable expense attending their first steps. Besides this, the difficulties of the first six miles were such as might have conquered the perseverance of many companies. The town forced the rail road to a high level and a direct line from the Patapsco to the upper sections of the city. I well remember the

strife and popular outcry to compel the Company to that location.— They had no choice. There is a great secret in rail road making which was then found out. The secret is never to cross the streams and hills at right angles when it can be avoided : pursue the valleys and hill sides. By doing the first you are perpetually either cutting down or filling up:—and that is the whole mystery of the \$72,000 a mile, out to the Patapsco.

All this is past: and notwithstanding these early drawbacks, the Baltimore and Ohio Rail Road has not actually cost \$30,000 a mile, and will not hereafter cost \$25,000. Now I do not believe that there is a good, substantial rail road in the United States that has cost less. I am endeavoring to get information on this point, and when I get it I will lay it before the city.

The company has done ample justice to the great work which has been confided to their hands. Their affairs are prosperous, and the public will soon know it in the fruits of their operations. The report of the present year shows that the total receipts of the last twelve months are \$263,368 10, and the total expenditures during the same time, are \$156,204 39, leaving a nett revenue of \$107,165 71. This is the Baltimore and Ohio Rail Road. The capital invested is \$3,311,250. The increase of gross receipts over last year is \$57,931 52; of nett revenue it is \$34,589 54—Mark that!

I have given the figures, because figures are arguments; and I hope that every reflecting citizen of Baltimore will bestow his attention upon the facts I have set down. I repeat that the Baltimore and Ohio Rail Road Company have done well, and that error prevails in the city in regard to their proceedings.

A MAN OF THE TIMES.

TO THE CITIZENS OF BALTIMORE.

No. V.

I have only one more topic to bring before you. In a former communication I showed you that the Baltimore and Ohio Rail Road had cost, upon an average, somewhat less than \$30,000 a mile, includ-

ing, the charge of \$266,000 paid on compromise to the Canal Company, and that, excluding this charge, the average cost a mile was about \$26,000. I said, moreover, that I did not believe there was as good and substantial a road in the United States, that had cost less.

I have been seeking information on this point, and, upon the best authority, I am warranted in giving the following statement.

The Providence and Boston Rail Road has cost upwards of \$30,000 a mile.

The Lowell and Boston upwards of \$40,000.

The Worcester and Boston upwards of \$30,000.

The Norristown Rail Road, of 16 miles, upwards of \$31,000 per mile.

The Philadelphia and Columbia, with an undulating surface, several summits, and with wooden bridges, about \$45,000.

The French Town and New Castle, over a level district of alluvial country, free from rocks, with little or no masonry, except what belongs to one small bridge, and with a single track, \$30,000.

The New-York and Harlaem road is supposed to cost upwards of \$60,000.

The Liverpool and Manchester upwards of \$150,000. Compare these roads with the Baltimore and Ohio road; reflect upon the difficulties of the first six miles on this road; observe its embankments and excavations; its course along precipices and through beds of solid rock; regard its bridges of the most durable masonry; and, above all, consider the novelty of the enterprise, when it was commenced, and then tell me, was I not right in saying, this company had done wonders? I say again, they are entitled to the gratitude of the city for their perseverance and energy. They have so far accomplished a work of the most disheartening difficulty; and accomplished it with a degree of economy, judgment and fidelity unsurpassed in any work of equal magnitude in this or any other country.

Well, what has been the result? Has it been a *signal failure*, as some good people in this city have declared? The capital spent is a little over \$3,000,000: the road finished is 85 miles; it has not yet reached any point from which a new trade was expected. It has

neither penetrated the west, nor arrived at a coal-mine; yet its nett profits are \$107,000—about \$8000 a month: three per cent. on the outlay! Is that a *signal failure*? Has it brought no travel to the city of Baltimore? Has it given the city no new customers? *Has it turned the thoughts of no portions of the West to the establishment of permanent lines of trade with Baltimore?* Verily, it has done all this: and the latter has it done especially; which alone, I tell you, is worth all that has been spent and thrice as much more.—The Baltimore and Ohio Rail Road has set the people of Ohio upon the scheme of making rail roads from Wheeling, still further west.—They are going to the mouth of the Maumee. Since I wrote my last upon this subject, books have been opened in Wheeling and the whole stock was taken in an hour, for a Rail Road westward, which is but the first link in the continuation of our Road to the point of which I spoke. All the West is alive with these schemes. The new State of Indiana—only 19 years old—has come out in the same career. The Governor's late Message tells the Legislature that the people are in advance of them in spirit, and that no man in the State will be satisfied if less than ten millions is voted for purposes of Internal Improvements! They are admonished to vote for as much *more* as they may think proper. Here is a new State with a representation smaller than that of Maryland!

From the Maumee the lines of the western communication will rapidly be extended to St. Louis, through Ohio, Indiana, and Illinois.—Have the operations of our Rail Road Company done nothing, I ask again, to determine the course of these Western routes? If they have, is this company to be charged with a *signal failure*?

Look at another matter. The nett profits of the Baltimore Road have increased last year nearly \$3000 a month. What is to prevent its increasing hereafter? The great expense of locomotives, and of all the apparatus of transportation, is already defrayed; and the same machinery will now, with but trifling addition of cost, perform double, nay, treble the work it now performs. Give it a flowing trade and there can be no doubt of its profits! Will it not get this when it arrives at the Ohio? Who can doubt it? The passengers alone will yield a net revenue of a million per annum: four hun-

dred passengers a day would give a gross revenue of near a million and a half.

But these are points no longer to be mooted. There is scarcely a man in Baltimore who does not acknowledge that the road ought to be completed—and speedily. The City owes it to her own wisdom to be prompt in this matter. *The money must be furnished.* Get what you can from others interested, but pledge yourselves to supply *all the rest.* Do not be alarmed at the idea of millions.—Your credit can procure them; and the investment is altogether vital to you. It is not above a fortnight since I began to write. Yet in that short time some of my predictions have become facts. I said Pennsylvania would tempt the West with a rail road from Philadelphia to Pittsburg. *This scheme is already in agitation at Harrisburg.* I said the people of Ohio would be on the move to make the road through the State towards the Lakes. *The stock in one company for this object is already taken; and a great meeting has been held at Zanesville for the same purpose.*

In conclusion, let me say one word. IF BALTIMORE DOES NOT SHOW HERSELF IN EARNEST, THESE GREAT WESTERN ENTERPRISES WILL SET THEIR FACES TOWARDS NEW YORK AND PHILADELPHIA! Then, good night!

A MAN OF THE TIMES.

APPENDIX.

The following report of the Baltimore and Ohio Rail Road Company, to the Mayor and City Council, as it will serve to shew, from an authentic source, the present condition and future expectation, of that Company, is submitted to the consideration of the citizens of Baltimore. It presents an important and very satisfactory view of the capability to co-operate in the great scheme which it is the purpose of these letters to promote.

TO THE HONORABLE

THE MAYOR AND CITY COUNCIL OF BALTIMORE.

The President and Directors of the Baltimore and Ohio Rail Road Company avail themselves of the opportunity afforded by the com-

mencement of your annual session, to lay before you, in accordance with established usage, the report of the situation of the work which they have under their charge.

The Board are gratified in being able to state, that, in the completion of the main stem of the road to Harper's Ferry and the Branch Road to the city of Washington, the expectations expressed in their last report to your honorable body have been fully realized. The former was ready for use in December, 1834, and the latter was opened for general travel on the 28th day of August last. The completion of the Winchester and Potomac road, which is near at hand, and its union with the main stem of the Baltimore and Ohio Rail Road, at Harper's Ferry, will open, at once, a rail road communication with Winchester, and secure to Baltimore a large portion of the trade of the valley of Virginia that now seeks other markets by different channels.

During the last two years, great improvements have been made in the motive power used by the Company; and the board have now the satisfaction to state, that they are procuring American engines manufactured in their own shops, which repeated experiments have proved to be superior to the best imported ones. For a full detail of their operations, the board respectfully refer to their ninth annual Report to the stockholders, copies of which are herewith presented.

The main stem of the road having now reached a point where its progress is at present suspended by the agreement to that effect with the Chesapeake and Ohio Canal Company, and the branch road having been completed, the Board of Directors find, that but a part of the object which they were incorporated to effect has been accomplished; and the question naturally presents itself—are they to suspend the undertaking midway of being executed, or, making a vigorous effort, and calling upon all available quarters for assistance, are they to persist, until Baltimore shall re-establish that connection with the West, which was the cause of the rapid growth of her youth, and the severance of which already threatens to afflict her with premature decay. The trade that was once exclusively enjoyed by Baltimore has passed from her. The neighboring cities of Philadelphia and New York have appropriated by far the greater portion of it. Not that their natural advantages are superior—not that, in geographical position, they are in closer proximity to the West than Baltimore—on the contrary, in point of measured distance, Baltimore is much nearer to the West than either of them,—but because, by a liberal and steady application of their resources, they have substituted the aids of science and skill in place of natural advantages, and have, by means of Rail Roads and Canals, diminished, in effect, to less than one half, the distance that before divided them from the wide region on the farther side of the Alleghanies.

Recent surveys from Cumberland, westward, to Pittsburgh and

Wheeling, have demonstrated, that a locomotive engine and its train may leave Baltimore, and, with one hundred and fifty passengers, reach Wheeling within the limits of a single day; and this too, without the assistance of stationary power, or encountering ascending or descending grades of more than fifty feet to the mile. Sanguine as the expectations of the Board of Directors have been, at all times, in regard to the route by the Potomac, as the best of any which led from the Atlantic seaboard to the western waters, the result here mentioned, and developed upon the recent survey, has far exceeded them. The route from New York to the west is circuitous. That from Philadelphia is composed of Rail road and Canal in alternation, and encounters summits that can only be passed by the use of inclined planes, worked by stationary engines; while, on the other hand, the route from Baltimore, through the mountain region offers no greater difficulties than have to be encountered on the level country on either side, and none which the ordinary locomotive power is not fully competent to surmount.

The average time now required to convey a load of goods from Baltimore to Pittsburg is fourteen days, and the cost, per hundred weight, \$1.50; while, from Philadelphia, the same load may be taken to Pittsburg, in eight days, and at an expense of \$1.12½ per hundred weight. From Baltimore to Wheeling the time required is one day more than to Pittsburg, and the expense is proportionably greater. Is it, therefore, matter of any surprise, that trade leaves Baltimore and is diverted to Philadelphia? Indeed the only wonder is, that any portion of it has remained with Baltimore so long. Now all that gives to Philadelphia the advantage is the cheapness of transportation from thence to the West, and it must be recollected that this cheapness has been effected by the works of internal improvement of Pennsylvania, to which she has been so large a contributor. Before internal improvements were resorted to, Baltimore was upon the vantage ground; and she continued to hold it, until the openings of the Pennsylvania roads and canals reduced the distance from Philadelphia to Pittsburg, in effect, to less than the distance from Baltimore to Wheeling.

Under these circumstances, the true policy of Baltimore is so evident that no one can venture even to doubt about it. And what is it? It is, by resorting to internal improvements, also, to restore Baltimore to the same situation, with reference to Philadelphia and New York, that she enjoyed while turnpike roads were yet the best known modes of intercommunication. With all the adjuncts of science and skill, with the best roads and the best machinery, New York is still twelve days journey, for the transportation of goods, from the West, and Philadelphia, eight days; while, on the other hand, the brief space of a single day, for the conveyance of passengers, and double that time for the transportation of goods, will be all that will divide Baltimore from the Ohio, should the Baltimore and Ohio Rail Road be continued over the mountains to Wheeling and

Pittsburg. A single day's journey! The predictions of fanciful enthusiasm could scarcely have foretold so brilliant a result as this; a result which is now placed within the reach of ordinary means, and which only needs energy and liberality for its accomplishment. Of all the cities of our country, there is not one whose position is so admirable as that of Baltimore. At the head of the noblest inland bay in the world—close to the head of tide on the great rivers, which, on the North and West, penetrate the mountain ridges towards the rich and teeming vallies that lie beyond them;—a point in the line of every great highway which can be marked out between the Northern and Southern sections of our land;—it will be owing to her own supineness if her aggrandizement is not commensurate with her advantages—if, with wealth and increasing prosperity within her reach, an ill-judged economy limits her grasp to prevent her seizing them. At present, the Baltimore and Ohio Rail Road Company possess what may not again be granted, the powers, under charters from Pennsylvania and Virginia, necessary to complete that road to the west, upon which so much depends.

At present, the people of the west are alive to the subject, and, as yet, trade has not become so settled in other channels that it may not be restored to its ancient one. The Legislature of Maryland, with the most praiseworthy liberality, showed its sense of the value of internal improvements, when, at the last session, it gave three millions to the Chesapeake and Ohio Canal and the Susquehanna Rail Road, leaving but little doubt, when it did so, that, if those most interested evinced a liberality corresponding to the occasion, the Legislature would lend its powerful co-operation in completing the plan of Western intercourse contemplated when it granted the charter of the Baltimore and Ohio Rail Road. It is the increase of population, the increased value of property, the active business of every kind which engages human industry, that adds to the wealth of a municipal corporation; and this increase is as necessary a consequence of the extension of Internal Improvements judiciously, as the effect is of the cause; and no outlay is more sure of being returned ten-fold than that which pushes Canals and Rail Roads far from a commercial city towards the interior of a rich and growing country. Philadelphia has found it so; New York has found it so; and both boast of the millions which they have spent in their respective undertakings. Let it not be said that Baltimore, with their experience before her eyes, with natural advantages far superior to theirs, and with a name hitherto synonymous with enterprize and liberality, lost all by hesitating to give the aid which was necessary to secure it.

It is therefore earnestly hoped, that your honorable body will take the subject into consideration, and by a subscription commensurate with the interest of Baltimore in the scheme, promote that re-union with the West, which, when effected, will be enduring in its great and honorable results.

On behalf of the Board,

P. E. THOMAS, President.

